

Hongkong Daily Press.

ESTABLISHED 1857

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No. 16,648 號八十四百六千六萬壹第 日三十月七年三統宣 HONGKONG, TUESDAY, SEPTEMBER 5TH, 1911. 二拜禮 號五月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

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Well Furnished Rooms, every home comfort
Fine View of the Harbour.
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Electric Fans Throughout Theatre.
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mer is estimated at 20,000,000 taels. Any satisfactory scheme to prevent these disasters must entail enormous expenditure, though the sum total probably would appear small if the damage caused by these frequently recurring disasters could be calculated, say, for a period of twenty years, and compared with it. Through the efforts of missionaries large funds have frequently been raised from foreign sources for the relief of the people in districts stricken by famine in consequence of these calamities, and it is probably the frequent recurrence of these appeals which suggested to the executive of the Red Cross Society in the United States the advisability of sending out an engineer to study the problem and report what in his

opinion should be done to avert these catastrophes. We presume the intention is to make a present of the Engineer's Report to the Chinese Government and to urge that the problem be dealt with on the lines recommended therein. We are not, however, so hopeful of the outcome as the American Red Cross Society. China is somewhat sensitive upon the subject of her national dignity, and we have had our doubts as to whether this form of foreign charity is appreciated in Government circles. These doubts are strengthened by the perusal of an article in a Peking contemporary which is credited with being the mouthpiece of the Chinese Government. The engineer, a Mr. C. D. JAMESON, is severely criticised for an article he wrote for the *Outlook* just before leaving for China. In this article, it is stated, he showed that he entertained a very poor opinion of China as a nation, and wrote of the "utter hopelessness of renaissance." That China has preserved its entity, more or less, for ages, while other nations of more vitality, strength and knowledge have lived and died, is attributable, he wrote, not to any special characteristics either on the part of the people or the Government, but simply to location, environment and climate—nothing else. The Chinese critic traverses this view with some warmth and affirms that China's nationality has been preserved so long simply because "her civilisation demanded respect, and her prowess and wealth were awe-inspiring." Whatever may be thought of China's civilisation now, it is plain her prowess and wealth have long since ceased to be "awe-inspiring." What is particularly offensive to the critics in Mr. JAMESON'S article is that he further shows his unfriendly regard for China by deprecating "in a vigorous manner the rulers of China and predicts trouble which will cause Japan to annex the authority of Peking," for "as to England, France or Germany, not one of them can afford to try force in the Far East with Japan, and as for America, its people would not allow a war with Japan to save China." These being the declared views of the engineer who has been retained by the Red Cross Society of America for the philanthropic purpose of showing the Chinese Government how these floods may be averted, it can be readily understood that he is unlikely to be very cordially received in Chinese official circles. "If the Red Cross Society sends an agent who is no friend to China and who thinks his work is only to temporarily relieve China for the ultimate benefit of Japan, we fail to see the generosity of the plan," says our Peking contemporary. "To say the least philanthropists should delegate a man whose mind is sympathetic with the object of the philanthropy. That object cannot be successfully achieved when the worker entertains no hope for the country for whose benefit it is undertaken, and it is doubly difficult when the people with whom he has to deal do not entertain a liking for him. This dislike, we fear, must necessarily remain if Mr. JAMESON works with contempt for our officials and utterly no hope for our country except to be the prey of Japanese expansion." Comments like these, in a newspaper which is regarded as an organ of the Chinese Government, go far to confirm the opinion that Mr. JAMESON'S scheme will be accepted with thanks and—pigeon-holed.

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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: P. N. S. S. Cables: A.B.O. 5th Ed. London P. O. Box, 34. Telephone No. 12.

BIRTH.

On August 29th, at Shanghai, the wife of CHAS. R. BLUMENBERG, of a daughter.

DEATH.

On August 29th, at Shanghai, JESSE JOHN MANSFIELD, aged 49 years.

ACKNOWLEDGEMENTS.

Mr. and Mrs. ALEXANDER RODGER and Family beg to thank their many friends for their sympathy in their recent bereavement. [1108]

Mr. WILLIAM NICHOLSON begs to tender his best thanks for the many kind expressions of sympathy, floral and otherwise, received during his recent bereavement. [1109]

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1911.

THE disastrous floods which have been experienced this summer in some of the central provinces of China caused the Red Cross Society of the United States to send out an engineer of high repute to report to the executive of the Society upon the cause of these calamities that devastate large tracts of country, whereby almost annually thousands of people are brought to the verge of starvation. What is intended to be done when the engineer's recommendations are obtained we do not know. Everybody knows the cause of these floods. What is incomprehensible is that the Chinese Government should have so persistently neglected to obtain the advice of competent engineers, and to act upon it, for the losses annually incurred by these floods are enormous. In the province of Anhui alone the damage caused to the rice crop this sum-

The English Mail of the 5th August was delivered in London on the 2nd September.

Four cases of small-pox, two of plague, one of enteric fever and one of puerperal fever were notified in the Colony last week.

A hawker who was participating in a gambling game on board the s.s. *Manchuria* was charged before Commander Beckwith, R.N., at the Marine Magistrate's Court yesterday with being on board without permission. After hearing the evidence his Worship imposed a fine of \$50.

According to an American Consular report, prices have more than doubled in Japan in the last twenty years, while the purchasing value of the currency has perceptibly declined. Taking the average rate of prices in January, 1897, at 100, and value of the currency at the same time at 100, the rate of prices in 1910 would be 228 and the value of currency 43.

A hitch in the plans for a through tramway service between two settlements in Shanghai has occurred, the French Company insisting upon separate tickets and separate conductors.

A Portuguese named F. A. Rodrigues committed suicide on Sunday by jumping from the top floor of 33, Mosque Junction into the courtyard. The body was removed to the mortuary.

On Saturday morning a man engaged in a carpenter's shop in Square Street attempted to commit suicide by cutting his throat with a chopper. He was taken to hospital, where he is recovering.

At the Marine Magistrate's Court yesterday, Commander Beckwith, R.N., fined the owners of twelve Chinese boats \$10 apiece for being in the Causeway Bay Refuge without the permission of the Harbour Master.

Mr. de Roux, Consul-General for the Netherlands in Hongkong, informs us that from the 2nd inst. the sanitary measures adopted by the Netherlands-Indian Government against Hongkong on account of plague have been withdrawn.

A big find of opium was made at San Francisco last month when 300 tins of the drug were seized at the dock from which the *Manchuria* sailed. The opium was "planted" in the water, but inspectors discovered the line and secured the tins.

The return of visitors to the City Hall Library and Museum for the week ending the 3rd September, 1911, shows that of non-Chinese there were 380 to the Library and 194 to the Museum, and of Chinese 164 to the former and 2470 to the latter. The Library was, therefore, used by 544 persons and the Museum by 2,664.

It is reported that the Whangpo Wharf and Godown Company at Shanghai has been acquired by a group of Japanese business men. The price paid for the property is said to amount to over six hundred and fifty thousand taels—a sum considerably higher than was offered by another shipping firm for the same property.

The marriage of Mr. R. Macpherson, accountant, Chartered Bank of India, Australia, and China, Kobe, Japan, son of Rev. R. Macpherson, D.D., senior minister of Elgin, Scotland, and Miss Lillian Munroe, second daughter of the late Rev. M. S. Munroe, of St. John's Vicarage, Little Hulton, Manchester, will take place at Kobe early in November.

A piracy took place near Mira Bay at midnight on September 1st. A junk had anchored at Shamui in Chinese waters, and while the master and crew were asleep four men came alongside in a fishing boat and boarded the junk. The robbers were armed, one having a revolver and the others knives. They drove the crew down below, put on the hatch, and then ransacked the craft. They secured £50 in money and made off.

A copy of the Coronation number of the *Yellow Dragon* (Queen's College Magazine) has been specially printed on superior paper and bound in crimson leather for the gracious acceptance of His Majesty the King. The book has been made crown folio size in order that it may include two photographs showing the students celebrating the Coronation by a feast. His Excellency the Governor has kindly undertaken to forward the book for His Majesty's acceptance.

PLAGUE STATISTICS.

There were two cases of plague in the Colony last week, both Chinese. One case proved fatal. The complete return for the year shows:—

	Total cases from	Other
January 1st	Nil	250
Total deaths from	Nil	242
January 1st		1

"THE BEDFORD."

PROGRESS OF THE SALVAGE WORK.

The cruiser *Bedford* sank off Quelpart Island on August 20th last year. The sunken rock on which the cruiser ran is situated very near the shore of the Island, and the water is also very shallow. Accordingly, says the *South China*, at ebb tide the hull of the ship is partly exposed above water and is clearly to be seen from the coast of Quelpart facing the rock. The ship lies firmly secured on the rock and her bow directed to the south-east. The British authorities investigated various means for refloating her, but concluded that floating was impossible, so the ship was sold by tender to a certain Suzuki, a Japanese contractor, for Yen 34,000. Shells salvaged in perfect condition were also to be bought up by the British Navy at 5 yen per pound. Salvage work was commenced in May last, when the breaking-up of the ship began. The work has strenuously been prosecuted, with the aid of three diving-bells, one launch and some sixty hands. Up to date, about 1,500 3 and 6 inch shells have been salvaged, but probably because they were not in perfect condition the British authorities would not give more than 2 yen for each instead of 5 yen as originally. This was the cause of great disappointment to Suzuki, and he has for the present given up the work of salvaging shells and is busily engaged in taking out brass ware. It is said that the metal taken out during the three months from May to July last amounts to 31,006 *kegrams* of brass, valued at 16,150 yen and 45,000 *kegrams* of iron, valued at Yen 6,750. Sandy articles will be salvaged later, the estimated value of which, excluding shells, greatly exceeds Yen 30,000. To complete the salvage work, it is estimated that at the present rate it will need at least four years more. As to the condition of articles stored in the sunken vessel, a correspondent of the *Mokpo Shimpoo*, on whose article the above statement is based, says that he tested canned lobster taken from the refrigerator of the ship and found that it was in perfect condition, though the paper covering had rotted. He further states that according to divers, textile fabrics in the store rooms of the vessel are generally well preserved, especially cotton fabrics, though silken fabrics have become thin and weak probably on account of the generation of some kind of gas.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BLACK PERIL IN SOUTH

AFRICA.

London, September 4th.

Reuters' correspondent at Salisbury telegraphs that Lord Gladstone in a speech dealing with the Black Peril said that what-over might be the difference of opinion regarding the merits of the reprieve of Aumtali, there could be only one principle, namely the inviolable sanctity of white women accompanied by strict justice and fairplay to the subject races. He pointed out the unpleasantly numerous criminal cases in which whites and blacks were concerned and suggested reform of the Jury system.

GERMAN SOCIALISTS AND WAR.

London, September 4th.

Berlin telegrams report that the Socialist meeting held on August 31st passed off most orderly and a resolution condemning incitement to war was carried.

CHOLERA IN RUSSIA AND ASIA MINOR.

London, September 4th.

Telegrams from Constantinople show that cholera is spreading in the provinces.

There were 166 cases with 58 deaths at Monastir on Thursday and 100 deaths at Kosovo.

Advices from Chorum, Asia Minor, state that the population of the villages in the neighbourhood has been almost wiped out by cholera.

THE LABOUR TROUBLES.

London, September 4th.

In view of the troubled situation in the Labour world unusual interest attaches to the Trades Union Congress which opens at Newcastle to-day. 524 delegates are expected to attend the Congress.

THE MOROCCAN SITUATION.

London, September 4th.

The Paris *Matin* declares that the Spanish communique has in no wise modified the impression of the unfriendliness of the Spanish action, and certain circles are so exasperated as to urge the repudiation of the 1904 Treaty and the resumption of full liberty of action with reference to Spain.

POSTAL EMPLOYEES' GRIEVANCES.

London, September 4th.

At a meeting of the National Joint Committee of the Postal and Telegraph employees, representing 60,000, it was decided to demand that the Postmaster-General appoint a Select Committee to inquire into their grievances.

ANOTHER AVIATOR KILLED.

London, September 4th.

Telegrams from Chartres, near Paris, reported that the aviator Marcon while flying fell, and his clothes becoming ignited he received injuries to which he succumbed.

LAWN BOWLS.

The Police played their last league match on Saturday when they beat Taikoo at Quarry Bay by a majority of 36 points.

The table now stands:

	Matches.	W.	L.	D.	Pts.
Police	6	4	1	1	9
Civil Service	5	3	1	1	7
Kowloon	6	2	4	—	4
Taikoo	5	1	4	—	2

DISPOSAL OF OPIUM OFFICERS IN INDIA.

In reply to a question in the Council meeting at Allahabad with regard to the disposal of officers of the Opium Department, Mr. Reynolds replied that lists of officials in the Opium Department will come under reduction owing to reduction in area under poppy are being prepared. Endeavours will be made to give employment in other departments to as many as possible, and others will receive compensation gratuity or pensions under Civil Service rules.

SUPREME COURT.

Monday, September 4th.

IN ORIGINAL JURISDICTION.

Before His Honour Mr. H. H. J. GOMPERTZ (PUNJAB JUDGE).

ACTION FOR FALSE IMPRISONMENT.

Lai Chi Chin brought action against Tang Wong Shai to recover the sum of \$70,000, damages for wrongful arrest and false imprisonment on the 25th February, 1908.

The case was heard before his Honour the Punjabi Judge and a special jury, composed of Messrs. J. W. Bolles (foreman), C. C. H. Schroter, H. W. Bird, E. Graham, H. P. White, A. Denison and A. Bryon.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Hind (of Messrs. Bratton & Hett), appeared for the plaintiff, and defendant was represented by Mr. Eldon Dutton, who was instructed by Mr. P. W. Goldring (of Messrs. Goldring, Barlow & Morrell).

The statement of claim set out that on the 25th February, 1908, the defendant caused to be issued out of the Registry of the Supreme Court a writ of *habeas corpus* addressed to the plaintiff in action 39 of 1908, wherein the defendant claimed from the plaintiff payment of \$5,265.68. On the same day it was ordered that a warrant to issue to the bailiff enjoining him to bring the plaintiff before the Court in order that he might show cause why he should not give security for his appearance to answer any judgment that might be given against him, and it was further ordered that the bailiff be authorised to release the plaintiff upon payment to the bailiff of \$5,265.68 together with \$254.52 for costs. It was further ordered in default of such payment that the bailiff should retain the plaintiff until the further order of the Court.

On the same day a further warrant reciting the said warrant, and that the plaintiff had failed to give good and sufficient bail for his appearance, was addressed by the Deputy Registrar to the Superintendent of Victoria Gaol authorising the Superintendent to receive the plaintiff from the bailiff and to detain him until Thursday, February 27th, at 10 a.m.

When the warrant was issued the plaintiff had not been arrested, and had not been served or had notice of the order of warrant, and had no opportunity of showing cause why he should not give security. The bailiff arrested the plaintiff at 5.30 on the afternoon of February 25th, but illegally and in breach of the terms of the warrant he did not bring the plaintiff before the Court forthwith, but handed him over to the Superintendent of Victoria Gaol, and caused him there to be imprisoned under the authority given in the further warrant. The defendant maliciously procured the further warrant to be issued by the Registrar, and the plaintiff to be falsely imprisoned, while the Registrar had no jurisdiction to issue the further warrant. The defendant maliciously and without reasonable and probable cause procured the order and warrant mentioned to be made and issued and the plaintiff to be arrested thereunder by means of a false declaration made by Chan Chun, a man in the service of the defendant and the agent of the defendant for procuring the arrest and imprisonment of the plaintiff. The declaration was false in that it stated that the plaintiff had been lately residing with his family at 37, Caine Road, that the plaintiff's family had left Caine Road that morning and had gone to Canton; that the defendant had been informed by Tang Cho, a partner of the plaintiff, that the plaintiff was leaving the Colony for Canton that night, and that the defendant verily believed that the plaintiff was leaving the Colony to avoid payment of the defendant's claim. The false statements were false to the knowledge of the defendant and Chan Chun, or were made recklessly without caring whether the same were false or true, and Chan Chun and the defendant could have easily ascertained that the statements were false. On February 28th, on the application of the plaintiff to the Chief Justice in Chambers, it was ordered that the warrant for the plaintiff be discharged, and the sum of \$5,503 paid into Court on February 28th as security for appearance to answer any judgment that might be obtained against him be paid out to his solicitors. By reason of the arrest and imprisonment the plaintiff had been severely injured in his health and in his credit, and had suffered heavy pecuniary loss and much physical suffering.

In the statement of defence it was set forth that the further warrant was issued in pursuance of an order of the Chief Justice made in Chambers on February 26th, and was in accordance with the practice of the Supreme Court in this Colony. In the alternative, if the Registrar had no jurisdiction to issue the further warrant as alleged in the statement of claim, and which allegation was denied, the defendant, or anyone on his behalf, did not request the Registrar to issue the further warrant. Chan Chun and the defendant believed the statement contained in the declaration of the former made on February 26th to be true, and the defendant denied that he had not reasonable and probable cause for taking the proceedings mentioned in the statement of claim. He also denied that he acted with malice.

Mr. Pollock, in opening, informed the Court and jury that simultaneously with the taking out of the writ of summons in action 37 of 1908 the present defendant, who was then the plaintiff, made an application to the Court for the arrest of the defendant in that action as an absconding defendant. It was laid down in 566, 567 and the following sections of our Code of

Civil Procedure that it was open to the plaintiff in an action to bring about the arrest of a defendant upon the allegation that the defendant was about to leave the jurisdiction of the Court and that by reason thereof the execution of any judgment given was likely to be delayed. The summons for security was taken out by

Mr. Holmes, as solicitor for the plaintiff in that action, and was supported by an affidavit filed by a man named Chan Chun. Lai Chi Chin was lodged in gaol under warrant, and remained there for the night. He was a man of weak health, and this lodging in gaol seriously affected him. He had some valular disease of the heart, and the arrest proved a very serious matter to him, as he was very much excited at being so apprehended and lodged in the common gaol. Mr. Gardiner, who was then in the firm of Messrs. Bratton & Hett, would speak to Mr. Lai Chi Chin's condition, and his excitement and weakness generally. After midnight, when a sum of over \$5,000 was put up, the plaintiff was released from gaol. Counsel would also show that the plaintiff had been damaged in his credit and reputation by these proceedings. It appeared incidentally, in the course of the affidavits filed, how very gross a mis-statement it was to say that Lai Chi Chin intended to abscond. He had an appeal case coming on in the following morning in which he and his wife were to give evidence, and he had put up no less than \$30,000 as security. It was obvious therefore that a man was not going to run away from a claim of \$5,000 and forfeit \$30,000 which he had put up as security in another matter. It was clear upon the face of the papers before the Court that the defendant in this action, who was the plaintiff in the previous one, had very grossly abused the process of the Court with reference to the arrest of Lai Chi Chin as an absconding defendant, and that the latter was entitled to very heavy damages. Counsel would begin to show, not only from Chinese medical evidence, but from the testimony of Dr. Steadman, who attended Lai Chi Chin on various dates shortly after his release from gaol, that the plaintiff's heart was in a very bad way, and that his position was such that being dragged in this way to Victoria Gaol was calculated to cause him considerable and permanent injury to his health. In view of that fact he submitted that the plaintiff was entitled to very heavy damages. But apart from this, they were also able to call evidence to show that in consequence of report of his arrest getting up to Wuchow and Canton, the plaintiff was notified by a firm in Wuchow and by two firms in Canton—all three firms of position and standing—that he must retire from his partnership in those firms because of the damage to his credit and reputation caused by his arrest. It would also be shown with regard to his own business in Hongkong, the Wa Kee firm that after his arrest and in consequence of his arrest, people were very shy of doing what they had done before, namely, giving credit upon his signature and upon the faith of his credit and reputation without security being put up. Before his arrest his reputation was high, but afterwards his signature alone was not sufficient security for people to act upon. There was also another head of damages, and that was for expenses incurred in connection with the plaintiff's release from custody.

After evidence had been opened, a question of estoppel was raised. The jury were dismissed before (tiffin until this morning and argument was heard on the point, upon which his Lordship will give his decision.

INDIA AND CHINESE MARKETS.

Now that the trade in opium is doomed in China, says the *Colony*, *Enghelshman*, Indian merchants may well consider if it is not possible to enter the other markets in the Celestial Empire. Some hold the view that the money saved by Chinamen on giving up the opium habit will be devoted to the purchase of other luxuries, and necessities of life. According to them, there is a prospect of an increase in the piece-goods imports; and a considerable portion of the trade in cotton goods, they hold, can be secured by Indian merchants. On recent thoughts there does not appear to be much chance of Indian mills capturing the Chinese markets. As a matter of fact, China threatens to develop into a formidable competitor with India in the raw cotton market. The area hitherto given up to the cultivation of poppy will soon be free, and the Chinese are already engaged in considering ways and means for finding a substitute for poppy. It is extremely probable the whole of the disengaged area of fertile land will be placed under rice and cotton. If that were done, not only would India lose on opium, but her trade in raw cotton and manufactured goods would also receive a setback. Either China might manufacture the raw material produced in the country herself, or sell it to Japan. As it is, Japan is a serious rival to India in the cotton industry.

THE KING'S ENTRY INTO DELHI.

KING'S GATE UNLOCKED AFTER 51 YEARS.

When His Majesty alights at the railway station which is being specially constructed for the occasion near the fort, he will mount a horse and the King's gate will be opened. A peculiar significance is attached to this gate. Only the King of Delhi was permitted to pass through when he went to the Juma Masjid to worship. A cloth used to be laid from the inside of the fort through this gate to the great mosque. Not even the King's sons were allowed to pass through these portals, only a solitary figure in flowing white robes, his head bowed in solemn respect as he issued from the sacred portal with measured step in stocking feet, and approached the Masjid where thousands stood waiting his presence to commence prayer. It is said that the last time this gate was opened was during the *Ramazan* in 1857, when the King of Delhi worshipped publicly. The gate has been studiously closed ever since, and it redounds to the credit of Sir John Hewitt to mark the King-Emperor's entry into the city of the Moghuls through so sacred and historical a portal. One can well imagine what a scene Sir John has in his mind's eye and what an impression will result.

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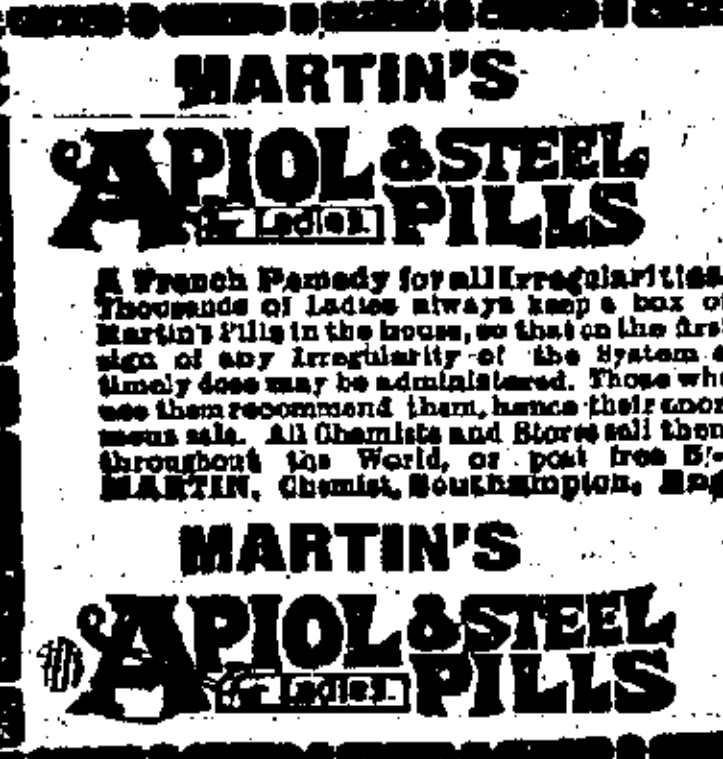
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PRESENT POSITION OF COTTON INVESTIGATION IN INDIA.

WHAT THE INDIAN GOVERNMENT IS DOING. In view of the extraordinary situation that has arisen in the cotton trade, a "Note on the present position of Cotton Investigation in India," by Mr. Bernard Coventry, Officiating Inspector-General of Agriculture in India, which has just been issued, will be read with very great interest. It appears that this Note was prepared as a reply to the deputations of Lancashire Members of Parliament, and of Indian and Lancashire Master Cotton Spinners and Manufacturers, which waited upon Lord Morley on 27th July, 1910, and was intended to show the present position of the Indian Agricultural Department in the matter; and it is now published for public information. It seems a pity that the Department of Agriculture should have pigeon-holed such an interesting report for some months, when the whole of the cotton trade in the world is turning its eyes towards India as a possible source of supply of the raw material, and desire to know what the Indian Government is doing to meet that demand. However, better late than never, and we make the following extracts from the Note:—

The work for the improvement of cotton which has been done in the past is as under:—

With the exception of the trials with tree cottons which failed and have consequently been given up, work under all the other heads has been continuous and progressive and is at present engaging a very large share of attention of the Agricultural Department in the cotton areas. It seems almost necessary to emphasise this point, as it would appear that some of the members of the deputation held quite opposite impressions. Thus Mr. Wedd, who represented the Bombay Millowners' Association, stated that "so far most of the attention of the Government officials has been devoted to cotton raised from American or Egyptian seed" and Mr. Johnson, representing the Upper India Chamber of Commerce, repeats almost the same thing. This is far from being the case, as will be seen from the brief abstract given below of the work which has been or is being done under the headings mentioned above:

(1) SURVEY OF INDIGENOUS VARIETIES. In 1902 and succeeding years, samples of indigenous cotton seed were obtained from all the provinces of India and grown at various centres. This collection became, in time, a complete representative of the many types of cotton grown in the country. A classified account of these was prepared by Mr. Gamble, then Economic Botanist of the Bombay Presidency, and was published as a handbook to help the workers in the provinces. The Provincial Economic Botanists have further been making a close study of the characteristics of the various forms of the cotton plant grown in their respective provinces, the object being the isolation, and maintenance of pure types, their improvement in outturn or quality by selection or hybridisation, and lastly the introduction of the improved plant into general cultivation. It is fully recognised by the Department that the improvement of the indigenous plant rather than the introduction of exotics is the more important aspect of the problem and the bulk of the work now being carried out is in this direction.

(2) SELECTION AND DISTRIBUTION OF SEED. This line of work is now being followed by agriculturalists and botanists on Government Experimental Stations and the results obtained up to date are very encouraging. The expert opinion goes for the greater improvement in yield and quality of indigenous varieties can be effected by seed selection.

(3) HYBRIDISATION. Experiments in the hybridisation of cotton are being carried out on various farms. Their progress is naturally slow, but they warrant the expectation of results of great importance, especially on the question of quality. At Surat (Bombay), some of the best hybrids have given a list valued considerably in excess of the local variety. Seed of a few of these hybrids was distributed among cultivators in 1909. The resulting crop was generally superior to that grown from ordinary seed, and the value obtained was 5 per cent more than that for Surat cotton. In the United Provinces, where the subject is receiving almost the whole-time attention of the Economic Botanist, several crosses have been recently produced which give promise of being a great improvement on the present local varieties.

INTRODUCTION OF EXOTIC VARIETIES WHERE THEY HAVE BEEN FOUND SUCCESSFUL.

Experiments have been in progress for the last seven years with exotic cottons, and the experience gained goes to show that their extension is most promising in the alluvial plains of Upper India with canal irrigation. As a result of several experiments, it is believed that from 10,000 to 20,000 acres of Egyptian cotton of the Metasia variety can be successfully grown on the Metasia Canal in Sind if Egyptian methods of cultivation are closely followed. It is now also certain that a good class of American cotton can be produced under average circumstances in Sind. In a shorter growing period than local cotton, and there is a very large area on which it can be cultivated. During the current season, it is being grown in Upper Sind, where at present there is no cotton, and also in some districts of Lower Sind. The establishment of a permanent cotton industry in Sind is a certain prospect of the Southern Mahratta Country. A form of Upland Georgian passing under the name of Cambodia has given great promise. It is rapidly spreading in the Tinnivelly District of Madras, and the local Agricultural Department is trying to push its cultivation by free supply of small quantities of seed. In the Bombay Presidency it has been giving very good results at Dhavur, Pona and Surat. In the Central Provinces, Buri, a type of Upland Georgian which has been in India for some time, is being pushed with success. It gives a better yield than the local Jari and has also a better percentage of lint and is well resistant. About 40,000 lbs seed of this cotton was sold last year, and many cultivators have taken up its cultivation. In years when the cotton crop is small, the Government is not able to supply the demand for seed, and the Government is not able to supply the demand for seed, and the Government is not able to supply the demand for seed.

Similarly in the Punjab, owing to the want of a market the cultivation of the Dharwar American which has proved suitable to certain districts has not increased. A slightly higher price than that realised as well as ordinary marketing facilities are desirable. One great difficulty in persuading the farmer to grow staple cotton arises from his inability to obtain adequate remuneration for the extra time and care involved in its production. The Agricultural Department, by auctions and otherwise, have attempted to obtain fair prices for crops grown at their recommendation, but such intervention is limited in its extent. The establishment of agencies in a few of the more important cotton producing centres for buying and selling cotton would tend to the removal of this difficulty.

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(5) THE TRIAL OF TREE COTTONS.

As above noted, the Department has failed to secure any satisfactory results from these trials, and it has been decided to spend no more money in this direction.

(6) INTRODUCTION OF SUPERIOR COUNTRY.

There has been a marked extension of this line of work, especially in Bombay and Madras. The introduction of Broach cotton into the Southern Mahratta Country has been attended with considerable success. On account of its much higher ginning percentage, its greater yield and superior colour, its cultivation is more profitable to ryots than the local Kumpi cotton. The cultivation of this cotton has so much advanced during the past two years that at the annual auction organised by the Department in 1910 cotton was sold for a total value of Rs. 1,11,155 as against Rs. 8,598 in 1908.

The introduction of pure Karungany in the Tinnivelly District of the Madras Presidency has been attended with similar success. This variety yields lint of much better quality than the mixture of Uppam and Karungany which is usually grown. Through the efforts of the Department, the cultivation of pure Karungany has increased in recent years. It now predominates all through the southern part of the district.

(7) IMPROVEMENT IN METHODS OF CULTIVATION.

The practice of growing cotton broadcast is prevalent in many parts of India, and experiments are being made to determine whether drill sowing and interculture appreciably affect the outturn in quantity or quality. In certain districts of the Madras Presidency, where the ryots used to sow their seeds broadcast, the introduction of drills has been a thorough success. Expert cultivators were in the first instance, sent to teach the use of the country drill and bullock-hoe and to demonstrate the value of improved cultivation. Implements also were supplied free of cost and expert labourers sent to help the growers. The advantages of the system are now becoming widely appreciated, and many ryots have learned to use the drill. The success of the operations may be realised from the fact that in the Tinnivelly District, where two or three years before not a single field could be seen sown with the drill about 2,000 acres were drilled or were otherwise under improved cultivation in 1909. The general opinion among cultivators has been that there is a saving of Rs. 1.80 in cultivation expenses per acre and a gain of about Rs. 16 worth of cotton in favour of such cultivation.

EXTENSION OF COTTON CULTIVATION. The possibility of extending cotton cultivation in India has received a good deal of attention. The area under cotton has, as a fact, increased largely, especially in Bombay, Madras, Hyderabad State, Central Provinces and Central India, during the last three years, and the export figures have actually doubled. Experiments have greatly extended, and the Agricultural Departments are trying to find out suitable localities where cotton cultivation can be introduced or where the area under cotton is, however, really an economic one. If the high prices now ruling for all cottons continue, there is sure to be, in a very short time, the increased production required, and the desire of the deputation of July last so far as the quantity is concerned will be soon satisfied.

It will be seen from the above that a good deal of attention has been paid by the Department to the improvement of India cotton, and that this attention has not been entirely confined to American and Egyptian varieties, but that the indigenous kinds have received by far the most share. Thus we are in a position to assure the Secretary of State and the members of the deputation that the endeavours of the Indian Agricultural Department to improve Indian cotton have, in no sense, been relaxed and are not upon the wrong lines, and that we are doing all that can be expected of us.—The Englishman (Calcutta).

ON SALE.

MAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival as well as their destinations, of the dates of return Mails.

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ASTOR HOUSE HOTEL CO.

The annual meeting of the Astor House Hotel Co. was held last week, Mr. F. Ascoug presiding. The chairman, in the course of his report upon the year's working, said that the profits had been \$9,119.95, and after adding \$1,291.14 standing at the credit of Profit and Loss account last year, \$10,411.09 had been carried forward to the new account. The profitable working of the Hotel had been much interfered with during the past year owing to radical changes in the staff and management. The working accounts and receipts showed an increase of \$70,000 over the previous year, although the expenditure for the past year and a half was heavier than usual. He thought the shareholders would agree that they had the finest hotel in the Far East. Dealings with the future he said that they proposed to have light comedy entertainments and to give balls and undertake other entertainments. Altogether \$69,665.83 had been transferred to the Profit and Loss account, which was \$21,316 more than last year.

The accounts were accepted and passed. Mr. V. Meyer was re-elected a Director and Messrs. G. H. and N. Thompson were elected auditors.



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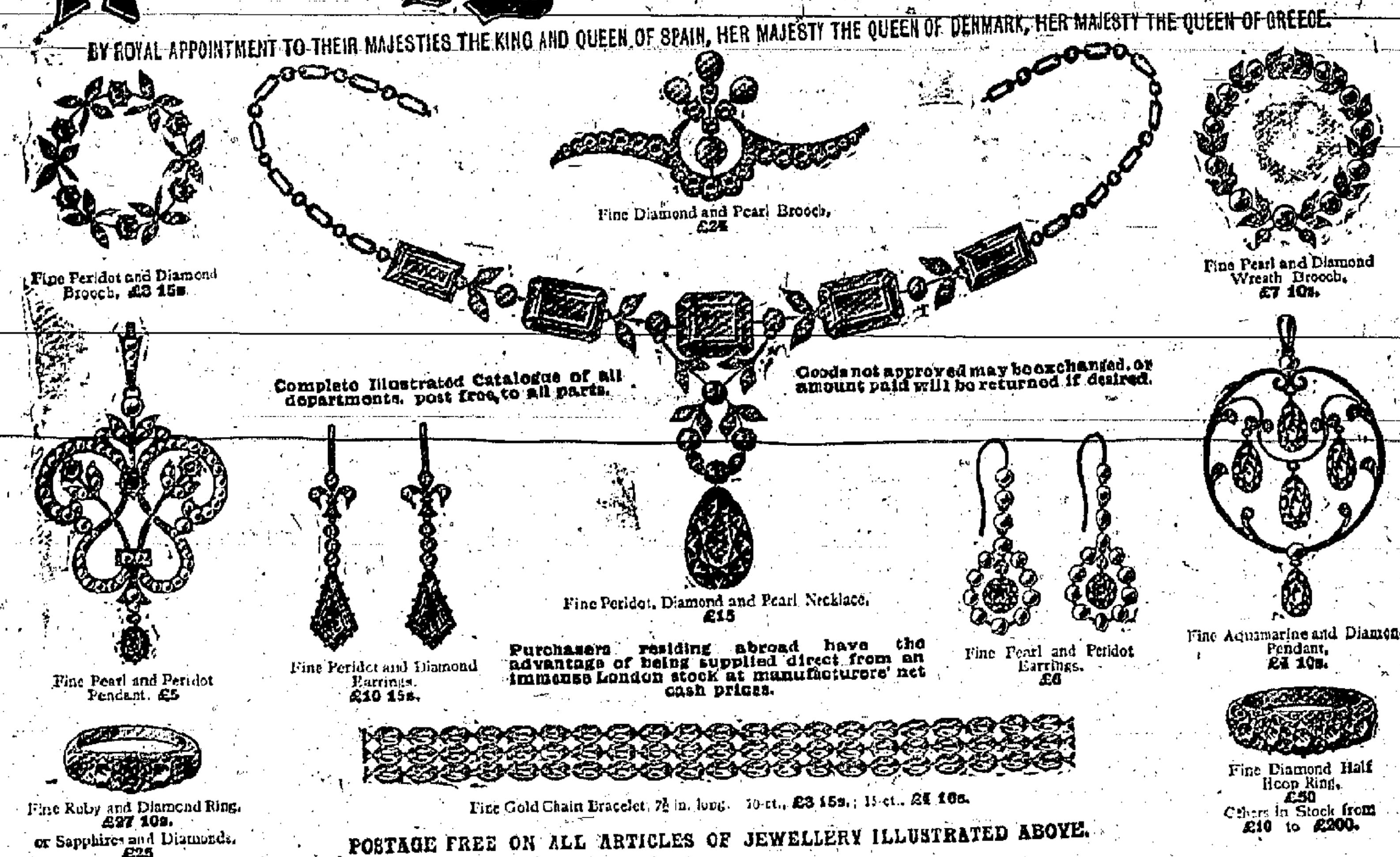
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MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	27,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.
The P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 8th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Ports: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SALEON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
via New York " " £25.

HONGKONG TO SAN FRANCISCO via Central and South American Ports.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies.
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

VISITORS AT HOTELS.

HONGKONG HOTEL.	
Miss Anderson	Mr W. North
Mr G. Becker	Mr J. Oettingen
Mr H. Breckwell	Mr J. Orniston
Mr E. A. Broadmann	Mr A. Otto
Mr E. C. Brown	Mr & Mrs. E. C. Palmer
Mr & Mrs Davis Brown	Mr W. Pearce
Mr W. L. Chapman	Mr & Mrs H. Pond
Mr P. T. Chivers	Mr A. T. Pritchard
Mr A. H. Cobb	Mr E. H. Ray
Mr W. C. Drew	Miss F. Reay
Mr E. J. W. Eames	Mr A. W. Schneider
Mr H. Feistner	Mr N. H. Schlegel
Mr & Mrs. Ellis	Mr J. C. Sibley
Mr H. G. Fisher	Mr E. H. Solomon
Mr Deane Fuller	Dr & Mrs A. D. Spalding
Mr E. Gier	and infant
Mr & Mrs J. Gould	Mr H. Spear
Mr V. Goulbourne	Mr C. H. Spittle
Capt. F. P. Hall	Mr J. Spittle
Mr & Mrs W. A. Hann	Mr C. S. Speyer
Mr A. Harrison	Mr & Mrs C. E. Stevens
Mr & Mrs E. A. Hewitt	Miss W. Squire
Mr A. Honold	Lt. & Mrs C. E. Stainer
Mr & Mrs E. J. Holmes	Mr M. L. Thompson
and infant	Mr C. E. Watkins
Dr. Spencer Hough	Mr E. J. Waterman
Capt. E. Innes	Mr & Mrs Whitmarsh
Mr O. Marriott	and child
Mr & Mrs A. B. Moulder	Mr Zeno

KING EDWARD HOTEL.	
Mr M. P. Beattie	Mr B. McCloskey
Dr Balliol	Capt. A. P. Nobbs
Miss Bennett	Capt. and Mrs. W. C. Peacock
Mr & Mrs Bridger	Mr H. Pearson
Mr K. Byssack	Dr. Schmitt
Mr F. W. Cox	Mr Edw. Sims
Mr R. H. Denmore	Mr E. Smith
Miss M. Gains	Capt. & Mrs Stewart
Mr A. Harper	and children
Mr K. John	Mr & Mrs Vernon
Mr John London	Mr A. O. Watts
Miss Lupton	Mr & Mrs H. M. Wheeler
Mr P. B. Lorek	

GRAND HOTEL.	
Mr C. H. Panister	Mr H. W. Muller
Mr B. James	Mr E. W. L. Nanninga
Mr E. A. Johnston	Mr E. L. Pratt
Mr A. H. Kohn	Mr J. W. Pringle
Dr. E. T. Keyt	Mr E. Taylor
Mr F. Lee	Mr A. Young
Mr N. Macpherson	Mr A. H. Wearo and child
Mr D. E. McPherson	

KINGSLAND PRIVATE HOTEL.	
Mr E. Arnold	Mr & Mrs H. A. Nisbet
Mr & Mrs Aucott	and child
Mr H. Bennett	Mr E. J. McNulty
Mr W. Black	Mr E. S. Morrison
Mr N. Black	Mr Francis Figgott
Dr & Mrs G. D. E.	Mr J. Robertson
Black	Mr G. Sasse
Dr & Mrs F. W. Brown	Mr M. E. Shearer
Mr & Mrs F. M. Crawford	Mr A. L. Shields
Mr & Mrs D. E. Donnelly	Mr R. D. Stewart
Dr. Hobson	Mr B. Webb
Mr & Mrs P. P. Lamert	Mr Whyte
and children	Mr Wingrove
Mr H. Hoffman	Mr J. W. Wilson
Miss K. A. Massey	

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

DEMAND DRAFTS ON BOMBAY			
On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver			
FROM 1893 TO 1909;			
ALSO			
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.			
Prices: \$1 Cash.			
Hour.	Shade.	Sun.	
9.0	80	106	
10.0	85	106	
11.0	90	119	
12.0	92	127	
1.0	94	131	
2.0	95	131	

On Sale at the "DAILY PRESS" Office, or Local Bookellers.

THE WAGES FOR FIFTEEN YEARS.

SOME REMARKABLE FIGURES.

I do not think it is generally realised that, during the last fifteen years—and fifteen years is no small part of an average lifetime—the wages of the British workman have fallen.

"The subject is one of exceeding interest and importance, for the progress of a nation must chiefly be measured by the standard of life of the wage-earning classes, with their dependents, about three-fourths of the entire population. The statement that the standard of life of three-fourths of the British people has fallen in half a generation is implicit in the statement with which I begin this article, and it is extraordinary that the working classes cannot find amongst their thirty-five millions some champion voice to compel attention to the underpayment of labour."

THE FALL IN WAGES.

Mr. Chiozza Money gives a remarkable set of figures to prove his point. The main items, shown by percentages, for the years 1895 to 1910 are these:—

Items	1895	1910
Wages	89.1	101
Wholesale Prices	91.0	108.8
Retail Prices	93.2	109.9

The net effect of these three items is to show that while in fifteen years wages have only increased 13.3 per cent., wholesale prices have increased 19.5 per cent., or, as Mr. Money puts it, "we see that, while money wages have increased about thirteen per cent., retail prices have increased so much that real wages have fallen in the fifteen years."
"The money wages of the trades referred to increased by over thirteen per cent. in the fifteen years reviewed. It is exceedingly doubtful, however, whether money wages as a whole made as great an increase. Certain it is that the wages of general labourers, railway servants, carmen, and many others, were very nearly stationary, and that the earnings of the considerable army of casual workers remained at a dead level."

QUESTION OF PROFITS.

Mr. Money then turns to the question of profits, and finds that in the same years—1895 to 1910—the gross assessment to Income Tax have increased by a total of £402,000,000 a year, or 59 per cent. The average income, too, of the income-tax payer has increased by 38 per cent., or from an average of £698 to £964.

"We are now enabled to make a comparison of the movements of wages and profits respectively. In 1895-1910, the money wages rose by about thirteen per cent., while the wages of the income-tax classes, who, with their families, may be termed the 'upper five millions,' rose about thirty per cent."

"For both classes alike, as for the lower-middle classes that lie between them, prices rose, but the great rise in the cost of living in the period means very much to the wage-earner, and very little to the payers of income-tax."

POSITION OF TRADE UNIONS.

"Why is it that British workmen have not been able to secure a fairer share of the product of mental and manual labour?"
One reason Mr. Money gives is that the strength of trade unions, relatively to that of employers' federations, has diminished of late, and that our trade unions exhibit a lack of expansion which is not creditable to the education, the wisdom, or the collective feeling of the working classes.
"In ten years British trade unions have increased only 23 per cent., while German unions have increased 240 per cent., and, as a result, 'German money wages have increased much more rapidly than British money wages since 1899.'"

THE JAPANESE ANTARCTIC EXPEDITION.

ANOTHER APPEAL FOR FUNDS.

The Japan Advertiser states that the following is a translation of part of a letter Lieutenant Shirase recently wrote to Count Okuma. "The epistle is said to be very pathetic and appealing:—"

"As soon as our *Ko-tan-maru* arrived at Sydney, she was taken into dock in order to undergo a thorough overhauling. Then the sole source of my worry is that no matter how strongly built is a wooden ship, she cannot stand the canker of the worms which ravages makes Jackson Bay famous. But fortunately enough, my apprehensions have not been realised."

"The German explorer, Lieutenant Filchner and his British rival, Dr. Mawson, are all bent at work at Tasmanian, in order to set sail for the South Pole toward the middle of August. The latter was fortunate to raise a fund amounting to £2,000, and yet is endeavouring to obtain an equal sum of money from the Australians. Some days ago, Professor David, of Sydney University, presided over a mass meeting in favour of Dr. Mawson, which I had the honour to attend."

"In conclusion, Lieutenant Shirase says: 'I pray from the bottom of my heart that the needed money may be collected as soon as possible, so that I may achieve my goal.'"
It is reported from Kobe that a campaign is under way to raise by public subscription 20,000 yen for the Shirase expedition, which has the warm support of influential people there.

THE HOTTEST DAY IN LONDON.

HIGHEST TEMPERATURE FOR THIRTY YEARS.

The *Globe* of the 9th ult. says:—
Once more we are swept by the heat wave, for the tide of temperature which had returned a little with the arrival of August has returned with renewed force. According to the reading of Mr. Stevenson, the Standard meteorologist, the shade temperature at noon to-day was 92deg., one degree less than the record reached on July 22nd, which was the hottest day for three years. Expectations that that temperature would be excelled were completely realised, and at two o'clock a shade temperature of 95 degrees was registered.

PREVIOUS RECORDS.			
Only on two occasions in the last seventy years has the temperature, even in the month of July, exceeded this figure. This was on July 15, 1881, when the reading was 97.1, and July 22, 1883, when the reading was 96.6. The following is a table showing the rise of the mercury to-day:			
Hour.	Shade.	Sun.	
9.0	80	106	
10.0	85	106	
11.0	90	119	
12.0	92	127	
1.0	94	131	
2.0	95	131	

WEATHER REPORT.

On the 4th at 12.15 p.m.—The barometer has fallen slightly on the S.E. and E. coast of China, and risen a little over the S. coast and Tongking.

The depression, which remains over S.E. China, shows a tendency to move Northwards.

Pressure has increased considerably and is again high over E. Japan, the depression covering that area yesterday having moved over the Pacific.

Pressure remains relatively high over the S. part of the China Sea.

Fresh to strong monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.80 inches.

This forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Hongkong & Neighbourhood.	
Formosa Channel	S. winds, strong
South coast of China (between Hongkong and Lunkoo)	Same as No. 1.
South coast of China (between Hongkong and Hainan)	Same as No. 1.
W. and S.W. winds, strong; fair, equally.	

CHINA COAST METEOROLOGICAL REGISTER.

September 4th—At A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Vladivostok	7 a.	29.95	61	80	NNE	2	o
Nemuro	6 a.	29.92	—	—	—	—	—
Hakodate	—	30.01	—	—	—	—	—
Pekto	—	30.04	—	—	NW	1	—
Koshi	—	29.97	—	—	SSW	1	—
Nagasaki	—	29.91	—	—	ESE	1	—
Kagoshima	—	29.94	—	—	ESE	1	—
Oshima	—	29.89	—	—	—	—	—
Naha	—	29.89	—	—	SSE	1	—
Ishijima	—	29.78	—	—	SSE	1	—
Bonin Is.	—	29.53	—	—	NNE	1	—
Chefoo	—	—	—	—	—	—	—
Wellauei	9 a.	29.81	73	95	S	2	or
Hankow	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Shanghai	9 a.	29.63	82	91	SE	3	od
Gutzlaff	—	29.64	79	95	SE	3	om
Sharp Peak	—	29.59	78	—	ESE	4	or
Amoy	6 a.	29.56	77	91	ESE	4	or
Swatow	—	29.46	76	95	SW	3	o
Taihook	5 a.	29.46	—	—	SE	3	o
Taihook	—	29.49	—	—	—	—	—
Taihook	—	—	—	—	—	—	—
Koshu	—	—	—	—	—	—	—
Pescadore	—	—	—	—	—	—	—
Canton	9 a.	29.59	84	75	W	2	b
Hongkong	10 a.	29.61	83	83	WSW	2	o
Vict. Peak	—	—	—	—	NW	2	o
Gap Rock	—	29.50	—	—	WSW	4	o
Macao	—	29.51	83	—	WSW	3	o
Vachow	—	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	29.70	84	—	WNW	2	o
Phulien	8 a.	29.76	82	—	SW	2	o
C. St. James	—	29.94	77	—	SW	2	o
Apurri	6 a.	29.77	77	—	SW	2	o
Manila	10 a.	29.88	86	79	—	0	o
Legaspi	6 a.	29.85	77	—	W	0	b
Bacolod	9 a.	—	—	—	—	—	—
Hilo	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Labuan	—	29.94	85	—	—	—	—

F. G. Figg, Director.

Hongkong

SHIPPING

ARRIVALS.

For Norwegian str. 853, G. Wagle, 4th Sept.
—Chief 28th August, Beans and General
—Agard, Thoresen & Co.
—Ina, Main, Thoresen & Co.
—4th Sept.—Shanghai 1st August, Coal
—Flour and General—Nippon Yusen Kaisha
—Triumphant, German str., 768, Langschwager, 4th
September—Haiphong 1st September
General—Jensen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th September.
Carl Dietrichsen, German str., for Haiphong.
Hansgang, British str., for Shanghai.
Kongrat, German str., for Bangkok.
Landrat Schell, German str., for Swatow.
Quarta, German str., for Samangung.

DEPARTURES.

4th September.
Benvenue, British str., for Nagasaki.
Yu Sun, Chinese str., for Canton.

PASSENGERS.

Per *Luha Maru*, from Japan, &c. Mrs. C.
Bond and child, Miss C. Hunt, Mr. P. Jamison,
Mr. L. Spencer, Mr. J. H. Gray, Mr. J. D.
Tritton and Mr. R. Wilson.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.K. str. *Chiu Maru*, with U.S.
mails, is due to arrive at this port to-day
between 6 and 8 a.m.

The P.M.S.S. Co. str. *Hongkong* sailed from
San Francisco on the 22nd ultimo en route to
Hongkong, via Honolulu, Yokohama, Kobe,
Nagasaki and Manila, and is due to arrive at
Hongkong on the 22nd instant.

THE AUSTRALIAN MAIL.
The E. & A. str. *Altitude* from Sydney,
&c., is due at Manila on the 4th inst.

The I.G.M. str. *Prinz Sigismund* left Sydney
on the 26th ultimo, at 11 a.m., and may be ex-
pected here on or about the 19th instant.

THE CANADIAN MAIL.
The C.P.R. Co. str. *Montague* arrived at
Manila at 2 p.m. on the 28th ult., and left again
at 2 p.m. on Tuesday for Shanghai, where she is
due to arrive at noon on the 31st ult.

The C.P.R. Co. str. *Empress of Japan* left
Vancouver, B.C., for Hongkong (via usual ports
of call) on the 23rd ultimo a.m.

THE GERMAN MAIL.
The I.G.M. str. *Goeben*, carrying the
German Mails with dates from Berlin, is due
on the 9th ultimo, left Singapore on the 3rd inst.,
at 7 a.m., and may be expected here on or about
the 7th instant, at 10 a.m.

THE H.A. LINE STR. *Empress* left Singapore
on the 30th ultimo a.m., and may be expected
here to-day a.m.

The str. *Copel* left Singapore for this port
on the 30th ult., and may be expected here to-
morrow.

The str. *Glenloch* left Singapore on the 2nd
inst., and is expected here on the 8th instant.

The N.Y.K. str. *Bingo Maru* (Bombay Line)
left Bombay for this port via Singapore on the
25th ultimo, and is expected here on the 13th
inst.

The American & Manchurian Line steamer
Malacca passed the Suez Canal on the 22nd
ultimo, and is due here on or about the 18th
inst.

The str. *Glenloch* passed the Suez Canal on
the 22nd ultimo, and is due here on or about
the 24th inst.

The O.S.K. str. *Chicago Maru* left Tacoma
for this port via Japan and Manila on the 19th
ult., and is due here on or about the 27th inst.

The T.K.K. str. *Bingo Maru* sailed from
Honolulu for Hongkong on the 26th ult., and
is due here on or about the 29th inst.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Ludwig* left Shanghai
on the 2nd inst., at 10 a.m., and may be expected
here to-day a.m.

The P. & O. S. N. Co. str. *Gandia* is ex-
pected to arrive at Penang on the 13th instant,
at 6 a.m.

The N.D.L. str. *Columbus* left Kuching on
the 3rd instant, at 7 a.m., and may be expected
here on or about the 7th inst., at daylight.

The E. & A. str. *Empire* left Sydney on the
2nd instant for this port (via Queensland Ports,
Timor and Manila).

The Bank Line str. *Kumeric* left Moji for
Shanghai on the 2nd inst.

The P. & O. S. N. Co. str. *Palma* left
Singapore for this port on the 4th inst., at 6
a.m., and is due here on the 9th inst., at about
6 a.m.

The str. *Saint Patrick* left Port Swettenham
on the 31st ultimo, and is expected here to-
morrow.

The Bank Line, Ltd., have just received news
from Seattle that the *Silk* by their str. *Kumeric*,
which arrived in Seattle on the afternoon of
July 11th, was forwarded to New York city by
the Chicago Milwaukee and Puget Sound Rail-
way in the record time of 109 hours from the
time of the steamer's arrival at Seattle. This
about three hours better than the previous
record of this railroad, which claims to be land-
ing its produce in Eastern States quicker than
any other Trans-continental Railway.

STEAMERS PASSED THE CANAL.

August 1st—*Antiochus*, Benvenue, *Duclos*,
Ceylon, 4th—*Agamemnon*, *Akamaru*, *Austria*,
Calcutta, *Dunblane*, *St. Patrick*, 8th—
Suevia, 11th—*Elavonia*, *Theresa*, *Tranquebar*,
Delayed through mutilation, *Vendadia*, 15th—
Bauder, *Nubia*, *Palma*, 18th—*Mishima*,
Maru, *Stentor*, *Sydney*, *Telavonia*, 22nd—
Belgravia, *Dundee*, *Matopos*, *Monclaux*,
Fumara, *Glenloch*, *Senegambia*, *Locat*, 25th—
Konangi, *Suevia*, *Star*, *Alvora*, 29th—
Calcutta, *Camille*, *Suevia*, *Yongara*, Sept.
1st—*Danania*, *Derghar*, *Glenloch*, *Glucens*, *Kapa*
Maru, *Kilano Maru*, *Luzerne*, *Poonia*, *Sachsen*,
Tenen, *Tonlin*.

ARRIVALS AT HOME.

Sept. 1st—*Arundel*, *Behic*, *Brasilis*.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June,
1911. With Index. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 2nd August, 1911.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & RIO	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	About 6th inst.
LONDON &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	FURST BLOW	Ger. str.	k.w.	Jäger	HAMBURG-AMERIKA LINIE	On 16th Oct.
HAYRE & HAMBURG VIA STRAITS, &c.	ALBIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 15th inst.
HAYRE, ROTTERDAM & HAMBURG &c.	PRINZ LUDWIG	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 20th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Weyhausen	HAMBURG-AMERIKA LINIE	On 2nd Oct.
HAYRE, BREMEN & HAMBURG &c.	PRINZ LUDWIG	Ger. str.	k.w.	Rassau	HAMBURG-AMERIKA LINIE	On 12th Oct.
HAYRE & HAMBURG	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 27th Oct.
COPENHAGEN & BALTIC PORTS	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 16th inst.
MANCHESTER, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 13th inst., at D'light
NAPLES GENOA ALGIERS GIBRALTAR & SOUTHAMPTON	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 27th inst., at D'light
TRIESTE &c. VIA SINGAPORE, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 7th inst., at 10 a.m.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 27th inst.
BOSTON & NEW YORK	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	About 5th inst.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 15th inst.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	To-day.
VICTORIA, B.C. & SEATTLE VIA KEELUNG & JAPAN	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	To-morrow, at 11 a.m.
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 12th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 14th inst., at 11 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 23rd inst., at 6 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 14th Oct. at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 8th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 15th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 20th Oct., at 1 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 9th inst., at D'light
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 29th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 14th inst., a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	About 19th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 27th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 14th Oct., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 9th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	To-day, at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 7th inst., p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	To-morrow.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 7th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 7th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	About 7th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 10th inst., at D'light
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 13th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 13th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	About 14th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	About 17th October.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	About 23th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	Quick despatch
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 10th inst., at 10 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 13th inst., at 10 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	To-morrow, at 2 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 10th inst., at 10 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 12th inst., at 1 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	To-day, at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 9th inst., at 2 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 9th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 12th inst., at 2 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 15th inst., at 2 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 20th inst., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	To-day.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 11th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	To-morrow, at 8 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 8th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 19th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	Middle of Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	PRINZ LUDWIG	Ger. str.	k.w.	Eekhorn	HAMBURG-AMERIKA LINIE	On 13th inst., at 9 a.m.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON FEBRUARY 6TH
"GOEBEN"	17,000 tons	ON FEBRUARY 21ST.
"DERFFLINGER"	17,300	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 5TH.
"YORCK"	17,000	ON MARCH 20TH.
"PRINZESS ALICE"	20,300	ON APRIL 2ND.
"LUTZOW"	17,300	ON APRIL 17TH.
"KLEIST"	17,000	ON APRIL 30TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	"PRINZ LUDWIG"	18,300	Thursday, 7th Sept., at 10 p.m.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	"GNEISENAU"	16,000	Thursday, 7th Sept., p.m.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE	"COBLENZ"	6,750	9th Sept. at Daylight.
KOBE AND YOKOHAMA	"PRINZ SIGISMUND"	6,000	19th Sept. at Daylight.
KUDAT and SANDAKAN	"BORNEO"	5,000	Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 5th September, 1911.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS
COPENHAGEN AND BALTIC PORTS ... "YEDDO"	...	About 16th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI "CANTON"	...	About 17th October.

For Freight and Further Particulars, apply to

OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

46 YORK BUILDINGS TOP FLOOR

For Freight or Passage, apply to

SHAW, TOMES & Co., General Managers, PHILIPPINES S.S. Co.

Hongkong, 31st August, 1911.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPRESS OF JAPAN" Sat., 23rd Sept. "EMPRESS OF IRELAND" Fri., 20th Oct.

"MONTEAGLE" Saturday, 14th Oct. From St. John.

"EMPRESS OF INDIA" Sat., 4th Nov. "EMPRESS OF BRITAIN" Fri., 1st Dec.

"EMPRESS OF JAPAN" Sat., 2nd Dec. "EMPRESS OF BRITAIN" Fri., 29th Dec.

Steamships leave HONGKONG at 6 P.M.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA Capt. G. J. Colwell, R.N.R.	About 6th Sept.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	DELTA Capt. H. W. A. Clark, R.N.R.	About 20th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ASSAYE Capt. G. W. Cockman, R.N.R.	About 14th Sept.	Freight and Passage.
SHANGHAI	DELHI Capt. H. S. Bradshaw	About 28th Sept.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,

Hongkong, 4th September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 5th Sept. 4 P.M.
HONGKONG and HAIPHONG	"SUNGKIANG"	On 6th Sept. 8 A.M.
SHANGHAI	"CHENAN"	On 7th Sept. 4 P.M.
CHEFOO and NEWCHANG	"NANCHANG"	On 9th Sept. 4 P.M.
SHANGHAI	"LINAN"	On 10th Sept. Daylight
MANILA, CEBU and ILOILO	"KAIFONG"	On 12th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. For the SUNDAY Morning sailings, a Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Wooning.

REDUCED FARES—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 5th September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Tuesday, 5th Sept. Noon.
SHANGHAI	"TUNGSHING"	Thursday, 7th Sept. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 8th Sept. Noon.
MANILA	"LOONGSANG"	Saturday, 9th Sept. 2 P.M.
MANILA	"YUENSANG"	Saturday, 16th Sept. 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 18th Sept. Noon.

RETURN TOURS TO JAPAN,

(Occupying 24 Days).

The Steamers "KUTSANG", "NANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagutsu Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantai, Inland, Datu, Simporia, Twoo, Jekuan, Jessellon and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—JARDINE, MATHIESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 5th September, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SUEVIA 6th Sept.

S.S. SENEGAMBIA 20th Sept.

S.S. HAYEN 6th Oct.

S.S. ALADIA 3rd Nov.

S.S. SUNDIA 16th Nov.

S.S. SPEZIA 2nd Dec.

For Further Particulars, apply to—HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th September, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS

CAPTAIN

LEAVING.

"HAIHING" Capt. W. C. Passmore WEDNESDAY, 6th Sept., at 2 P.M.

"HAIYANG" Capt. J. S. Roach SUNDAY, 10th Sept., at 10 A.M.

"HAIYANG" Capt. J. W. Evans FRIDAY, 12th Sept., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—DOUGLAS, LAIPRAK & Co., GENERAL MANAGERS.

Hongkong, 5th September, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept., at Noon.
AMERICA MARU	21,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.

Triple Screw, turbine engines. Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAI, CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO).

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG: £71.100.

To LONDON To VALPARAISO Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN PORTS—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT, King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Ports in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

Tons

LEAVES.

VICTORIA, B.C. & TACOMA

via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA

"SEATTLE MARU"

6,182

WEDNESDAY, 6th Sept., at 11 A.M.

"CHICAGO MARU"

6,182

TUESDAY, 3rd Oct., at 11 A.M.

VICTORIA, B.C. & TACOMA

via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA

"MEXICO MARU"

6,064

SATURDAY, 16th Sept., at 11 A.M.

"CANADA MARU"

6,064

TUESDAY, 17th Oct., at 11 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-778]

S. HIROI, MANAGER

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SLKIANG" Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co's AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 13th Sept., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept., at Daylight.
	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 11th Oct., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richard	7,000	SATURDAY, 7th Oct., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. K. Noh	7,000	TUESDAY, 10th Oct., at Noon.
	NIKKO MARU Capt. M. Yagi	5,000	FRIDAY, 29th Sept., at Noon.
	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parson	7,000	WEDNESDAY, 13th Sept.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WEDNESDAY, 13th Sept.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 27th Sept., at Noon.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9,000	THURSDAY, 14th Sept., at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. K. Soyeda	7,000	TUESDAY, 5th Sept.

Onitting Keelung and Shimizu.

Fitted with New System of Wireless Telegraphy. • Carries Deck Passengers. • Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE AND CALCUTTA.

Regular Service (once in every 15 days)

FROM KOBE TO CALCUTTA, CALLING AT SINGAPORE, PENANG and RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," Tons 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—T. KUSUMOTO, MANAGER.

1061-14-40]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS

to

COLOMBO

Leave

HONGKONG

Connecting Steamers

from COLOMBO to

MARSEILLES & LONDON

Due

MARSEILLES

(Brindisi

2 days earlier)

Due

PLYMOUTH

(London

1 day later)

Steamer

Tons

1 P.M. SATURDAY

Steamer

Tons

SATURDAY

FRIDAY

ASSAYE 7500

HIMALAYA 7000

MOREA 11000

DELHI 8000

INDIA 8000

DEVAHA 8000

DELTA 7500

ASSAYE 8000

DELHI 8000

DELHI 8000

DELHI 8000

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 1st September, 1911. [11]

C. G. BODEN & SOHNE, GROSSROHRSDORF, i.s.a.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 1st September, 1911. [12]

Hoehl Extra Dry

good american

Sole Representative for Hongkong and South China
Hugo C.A. Fromm, Hongkong.

Hongkong, 1st September, 1911. [670-22]

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 20 of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be performed but not obliterated.

The *Chips* with the American and Siberian Mails, is due to arrive here to-day.

The *Chips* with the German Mail left Singapore on Sunday, the 3rd inst., at 7 a.m., and may be expected here on or about Thursday, the 7th inst., at 10 a.m.

FROM	PER	DATE
Swatow and Bangkok	Landrat Schiff	Tuesday, 5th, 8.00 A.M.
Swatow and Sourabaya	Quarta	Tuesday, 5th, 11.00 A.M.
Swatow and Shanghai	Hanjiang	Tuesday, 5th, 11.00 A.M.
Bangkok	Kong-tai	Tuesday, 5th, 1.00 P.M.
Manila	Sui Tai	Tuesday, 5th, 1.15 P.M.
Manila, Cebu and Iloilo	Yan	Tuesday, 5th, 3.00 P.M.
Hainan	Pong-tong	Tuesday, 5th, 5.00 P.M.
Hainan and Haiphong	Sung-tung	Tuesday, 5th, 5.00 P.M.
Haiphong	Triumph	Wednesday, 6th, 8.00 A.M.
Keelung, Nagasaki, Kobe, Yokohama	Seattle Maru	Wednesday, 6th, 10.00 A.M.
Victoria and Tacoma	Haiching	Wednesday, 6th, 1.00 P.M.
Swatow, Amoy and Foochow	Sui Tai	Wednesday, 6th, 1.15 P.M.
Manila	Bellerophon	Wednesday, 6th, 2.00 P.M.
Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle		

EUROPE, &c., INDIA VIA TATTOON.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai	Tungshing	Thursday, 7th, 11.00 A.M.
Manila	Sui Tai	Thursday, 7th, 1.15 P.M.
Shanghai	Chenau	Thursday, 7th, 3.00 P.M.

KEELUNG, SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Manchuria

Singapore, Penang and Calcutta

Manila

Koror, Yap, Ulai, Saipan, Truk, Pohnpei, Kwajalein, Rongerik, Rongerik, Sydney, Hobart, Launceston, New Zealand, and Dunedin

Manila (Taking mails for Cebu and Iloilo)

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

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Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

Manila, Cebu and Iloilo

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

September 4th.	
ON LONDON	Telegraphic Transfer 1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills 4 months' sight	1/10 1/2
ON PARIS	Bank Bills, on demand 228
Credits, at 4 months' sight	232
ON GERMANY	On demand 165
ON NEW YORK	Bank Bills, on demand 43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY	Telegraphic Transfer 134 1/2
Bank, on demand	135
ON CALCUTTA	Telegraphic Transfer 134 1/2
Bank, on demand	135
ON SHANGHAI	Bank, at sight 75 1/2
Private, 30 days' sight	76
ON YOKOHAMA	On demand 88 1/2
ON MANILA	On demand 88 1/2
ON SINGAPORE	On demand 77
ON BATAVIA	On demand 108 1/2
ON HAIPHONG	On demand 14 1/2
ON SAIGON	On demand 14 1/2
ON BANGKOK	On demand 84 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.00
GOLD LEAF, 100 fine, per tael	\$57.60
BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

	per cent
Chinese 20 cents pieces	\$5.40 discount
Chinese 10 " "	\$6.10
Hongkong 20 " "	\$5.28
Hongkong 10 " "	\$5.94

SHARE LIST—QUOTATIONS. HONGKONG, SEPTEMBER 4th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	{ \$887 1/2, sales
China Borneo Company, Limited	60,000	\$12	all	{ \$255 1/2
China Light and Power Company, Limited	50,000	\$5	all	{ \$1.55
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	{ \$8 1/2
COTTON MILLS.				
Yee Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 50.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 42 1/2.
Lao-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 60.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 25.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$24
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49 1/2
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$52 1/2, sales
New Amoy Dock Co., Limited	10,000	\$64	all	\$8, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 88
Green Island Cement Co., Limited	400,000	\$10	all	\$3.90, sales
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$2.00
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$118 1/2, buyers
Manila Metropolitan Hotel Limited	8,000	\$25	all	\$72 1/2, buyers
Hongkong Ice Company, Limited	15,000	Pa. 10	all	\$11
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$170, sellers
Hongkong South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$205, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125 1/2
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$50, sales
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 155, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$220, bu. @ Ex 75
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$100
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$50
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 92
West Point Building Co., Limited	12,500	\$50	all	\$45, buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fos. 250	all	\$700
Raub Australian Gold Mining Co., Ltd.	20,000	\$1	all	\$2 1/2, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$12
Phillips Co., Limited	50,000	\$10	\$1	\$1.00, buyers
RUBBER.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sales
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$35
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10 1/2, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$23 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$5	all	\$66, L'dor. \$5 17.6
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$75 1/2
Star Ferry Company, Limited	10,000	\$10	all	\$26 1/2
South China Morning Post, Limited	10,000	\$10	\$5	\$16 1/2
Steam Laundry Company, Limited	6,000	\$25	all	\$25
SCORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4
Watkins, Limited	10,000	\$10	all	\$2, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$31, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$300
Union Waterboat Co., Limited	100 shares	\$10	all	\$7, buyers

Daily Wire.			
Para Rubber in London	Amount	Value	Interest
Loans.			
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum

VERNON & SMYTH, Share-Brokers.

WILLIAM C. JACK & CO., LTD.

ELECTRICAL AND MECHANICAL ENGINEERS, GOVERNMENT CONTRACTORS

AND IMPORTERS.

14, DES VEXES ROAD, HONGKONG.

TELEPHONE 353. CABLEGRAMS "MARINEWORK."

AGENCIES AND STOCK HELD:

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

ALL ELECTRICAL SUPPLIES.

W. H. ALLEN SON & CO., LTD.

MACHINERY, STEAM PUMPS.

J. B. PETER & CO., LTD.

KEROSENE OIL ENGINES AND PUMPS.

THE WELSBACH INCANDESCENT GAS CO.

GAS FITTINGS, BURNERS AND MANTLES.

T. H. AND J. DANIELS, LTD.

SUCTION AND POWER GAS PLANTS, ENGINES.

W. E. WATSON & CO.

MARINE BEARING METALS, &c., &c.

Hall's Washable Diapetrom, Blake Pumps, Boiler Fluids, Roofings, Asbestos, Oregon

Pine Lumber, "OSRAM" Electric Lamps, &c., &c.

THE CIGARETTES OF DISTINCTION

Bouton Rouge

and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.

THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Another Famous Product on the above
company is its



STERILIZED NATURAL MILK.

A trial of which will satisfy you of its
EXCELLENCE.

PRICE:

20 Cents Per Tin.

\$2.30 Per Doz. Tins.

\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co.

KWAN TEE, Queen's Road Central.

CHEONG TEE, Queen's Road Central.

MAN TUNG, Queen's Road East.

YAM HING LOONG, Queen's Road Central.

MUTUAL STORES, Queen's Road Central.

HONGKONG CO-OPERATIVE SOCIETY

11, Canine Road.

CLARETS, SHERRIES, PORTS, HOOKS and MOSELLES.

Our Clarets, Sherries, Ports, Hooks and Moselles are imported
direct from the most well-known Wine Growers, for whom we are
Sole Agents.

We are thus not only able to compete with other Brands on the
Market, but to increase our Sale year after year.

Our Qualities are Right.

Our Prices are Right.

H. PRICE & CO., LTD.,

WINE MERCHANTS.

12, QUEEN'S ROAD, CENTRAL.

TO-DAY

5.15 P.M.—Meeting of Corporation Fund Surplus
in the City Hall.

FORTHCOMING EVENTS.

Saturday, 23rd Sept.—Ordinary General Meet-
ing of Douglas, Leprik & Co., Ltd., Noon.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of
or preceding the departure of the English

Mail, also Table of the Yearly

Approximate Averages for 36 years

From 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY
Press" Office, or Local Booksellers

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10a, Des
Voux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.

OPIMUM.

August 28th.

Quotations are—

Malwa New ... \$2,775/2,825 per picul.

Malwa Old ... \$2,850/2,900 "

Malwa Older ... \$2,950/3,000 "

Malwa V. Old ... \$3,050/3,100 "

Persian fine quality ... \$1,650 "

Persian extra fine ... \$2,700 "

Patna New ... \$3,100 per chest

Patna Old ... \$3,050 "

Banaras New ... \$3,050 "

Banaras Old ... \$3,000 "

On Sale at—